



GREENSBORO URBAN AREA Technical Coordinating Committee

TECHNICAL COORDINATING COMMITTEE

Minutes of April 12, 2001
9:00 a.m. Greensboro, NC

TCC MEMBERS PRESENT

Jim Westmoreland	TCC Chair/GDOT
Scott Rhine	PART
Pat Strong	FHWA
Veronica Dunlap	GDOT
Tyler Meyer	GDOT
Frank Wyatt	City of Greensboro
Craig McKinney	GDOT
Tom Martin	GDOT
Scott Walston	NCDOT Statewide Planning
Les Edgers	Guilford County Planning Department

OTHERS PRESENT

Mike Cowan	NCDOT
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ACTION ITEMS

Approval of Minutes of February 28, 2001 Meeting

Frank Wyatt moved the approval of the February 28, 2001 minutes as written, seconded by Scott Rhine. The Board voted unanimously in favor of the motion.

Approval of Draft MTIP for State TIP Development Purposes

Tyler Meyer presented the draft MTIP to the Board noting that the MTIP itself will not be ready for adoption until July 2001. Mr. Meyer also pointed out a change in the document. Lighting has been added to the I-40 widening project, thus enhancing its value to the community. Mr. Meyer asked the TCC to recommend the program to the TAC, realizing that the final adoption

will occur later on. Mr. Meyer entertained questions from the Board regarding the issue of the MTIP.

Frank Wyatt moved approval of the item, seconded by Pat Strong. The TCC voted unanimously in favor of the motion.

Consider Resolution of Support for PART Funding

Mr. Westmoreland informed the Board that no action was required by the TCC regarding this issue. The TAC was briefed by Brent McKinney at their last meeting and is expected to act on this resolution at the April meeting.

BUSINESS ITEMS

NCDOT Noise Wall Briefing

Mike Cowan from the NCDOT informed the TCC that once Greensboro's population topped the 200,000 level, the city will be eligible to receive DA funding, possibly in the year 2002 or 2003. DA funding in the Raleigh/Durham area is in the 3 million dollar range annually. These funds can be used to upgrade noise walls from the standard steel pile panel. Mr. Cowan stated that the cost differential between a brick noise wall and a steel pile panel wall is an increase of between \$5 and \$8 per square foot.

Mr. Westmoreland inquired about the possibility of installing brick walls along I-40 as opposed to the steel pile panel. Mr. Cowan advised the Board that it was possible, but would be very expensive because it would be an adjustment to the original contract. Mr. Cowan stated that maintenance of the pile panel walls was easier than that of brick. Also, Mr. Cowan commented that the NCDOT had not received significant negative feedback regarding the pile panel walls along the I-40/US220 interchange. He did, however, acknowledge that, depending upon the neighborhood, brick walls were preferred to pile panel walls.

Mr. Cowan said that the first knowledge that the public has, in regard to noise wall placement, occurs when the environmental document for the project is completed and noise sensitive areas are identified. Mr. Cowan also discussed the advantages and the disadvantages of building earth berms. The advantages being the fact that there are no long-term maintenance costs. The disadvantages being the cost of materials, as well as the additional right-of-way costs. He explained that in the Brian Boulevard case, there was no right-of-way available. Mr. Cowan also explained to the TCC that the date of public knowledge of the placement of noise walls is the date of approval of the final environmental document. After this date, the Federal or State Government is no longer responsible for providing noise walls for new development.

OTHER ITEMS

Board Member Update

Mike Cowan informed the TCC that the NCDOT Board meetings are being moved from Thursday/Friday to the first Wednesday/Thursday. This change is now conflicting with the TCC meetings. Mr. Westmoreland suggested moving the TCC and TAC meetings to another day.

TOWN REPORTS

None.

STAFF INFORMATIONAL ITEMS

Jim Westmoreland told the TCC that on April 25, 2001, Lindo Tippet, the new Secretary of the DOT will be in Greensboro at 4:00 p.m. at the Brian Park Enrichment Center for an invitation only briefing, followed by a 5:00 p.m. reception.

Jim Westmoreland also updated the TCC on the progress of the Multi-Mobile Transportation Center Project. The bids are in for the plumbing, electrical, and mechanical work. The Board of Transportation is expected to approve the contracts in early June and construction is to begin in July of this year. Phase I is anticipated to take 18 to 25 months to complete. The transportation hub, located off of Church and Washington Streets, will incorporate city buses, Greyhound, as well as Amtrak.

Mr. Westmoreland informed the TCC of two public meetings regarding the City Bond Projects. The first is on April 12, 2001 at 4:30 p.m. at the National Guard Armory. The project is examining the possibility of changing Franklin Boulevard into a two lane, divided median from Old Burlington Road to McConnell Road. The second meeting is on Thursday, May 10, 2001 regarding the Creekridge Road Project.

Jim Westmoreland expressed appreciation to the NCDOT for the landscaping funds to be used in front of AT&T in the median sections.

Scott Rhine informed the TCC that PART would be submitting an application for a grant from the USEPA that will involve the transit systems.

Mr. Rhine also encouraged TCC members to review Bill 731 sponsored by Senator Clodfelter. This bill would modify the thoroughfare planning process. Mr. Rhine stated that MPO staff members would meet on April 19, 2001 to further discuss the Air Quality Outline. Also, the Human Service Transportation Committee met on April 10, 2001 and put together a proposal for the Regional Human Service and Non-emergency Medical Program.

Scott Walston told the TCC that the NCDOT would begin updating the travel demand model in 2002 and plans to have the model completed by 2004.

Mike Cowan informed the TCC that the problem with the Guilford College Road Project, regarding the historical property at issue, has been resolved. Scott Rhine told the Board that the NCDOT is co-sponsoring with PART a Regional Participation Meeting regarding the long-range transportation planning process at the State level. The meeting is on April 24, 2001 between 9:30 a.m. and 12:30 p.m. at the Partnership Office. All TAC members and associated staff are encouraged to attend.

The next TCC meeting is scheduled for May 10, 2001. The TCC adjourned at 9:50 a.m.